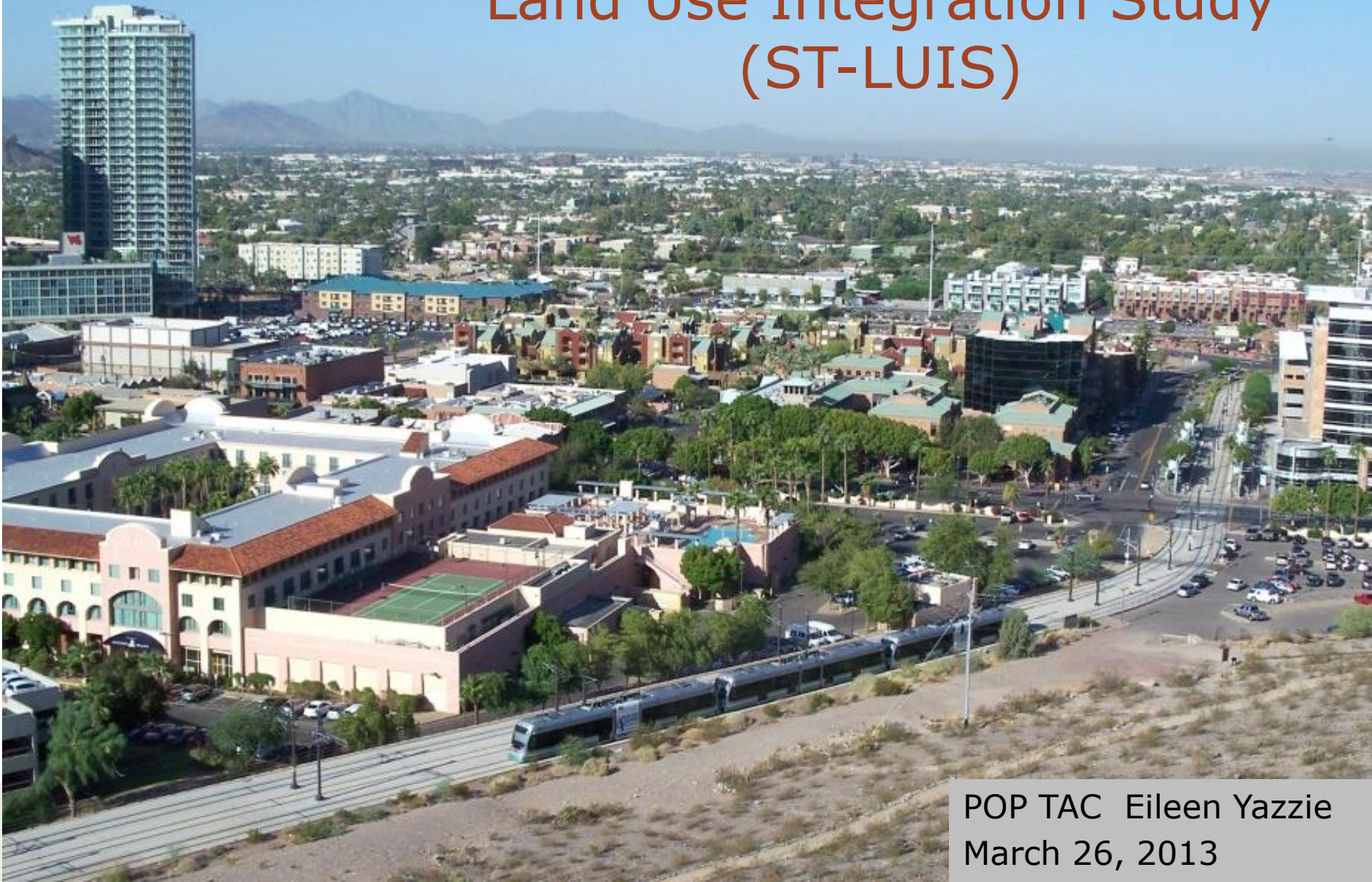
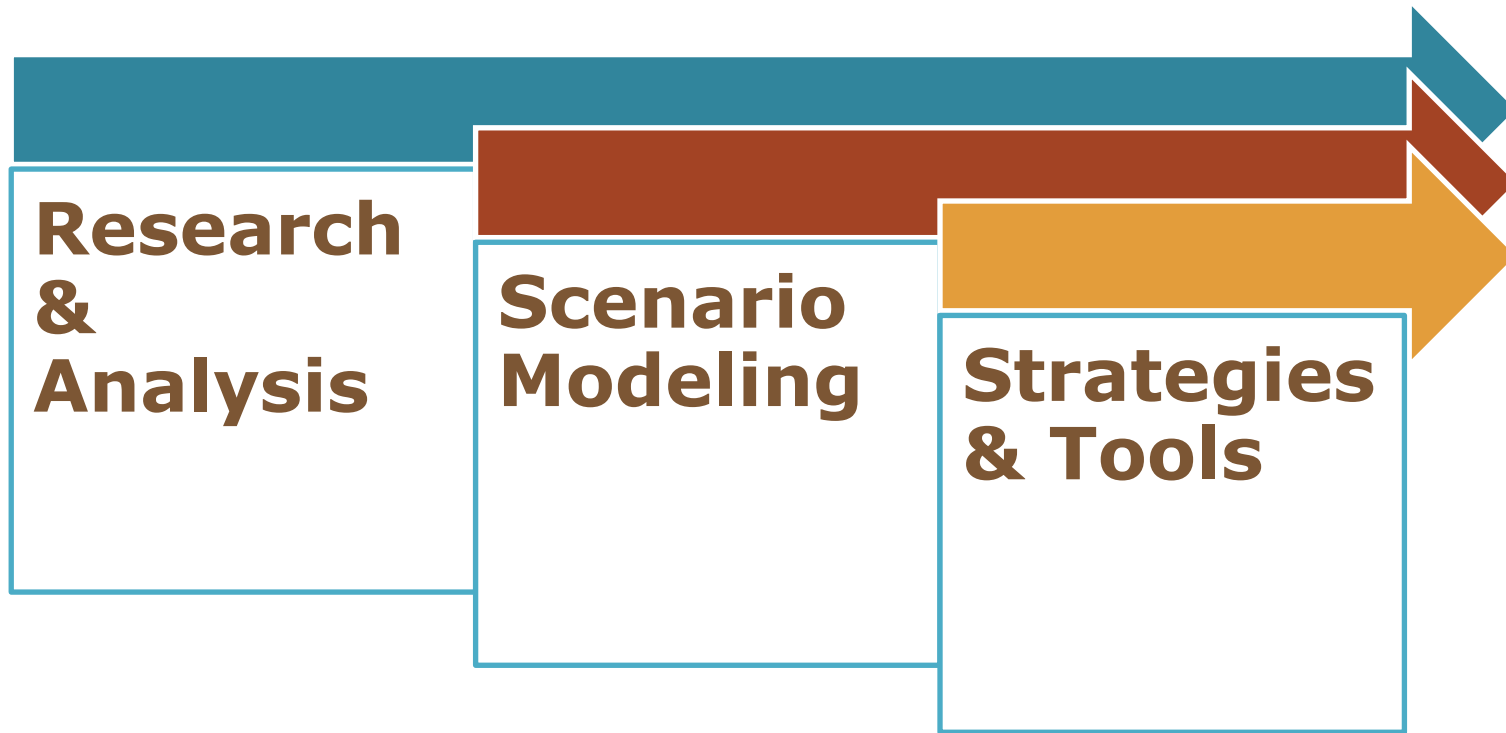


Sustainable Transportation and Land Use Integration Study (ST-LUIS)



POP TAC Eileen Yazzie
March 26, 2013

Key Study Components



Today's Meeting

1. Key Recommendations

2. Key Findings

3. Strategies & Tools

One Size Doesn't Fit All



Key Recommendations



1. Provide a high quality, productive transit system supported by compact walkable and transit-oriented places.



COMPACT WALKABLE

15-30 persons/acre



TRANSIT SERVED

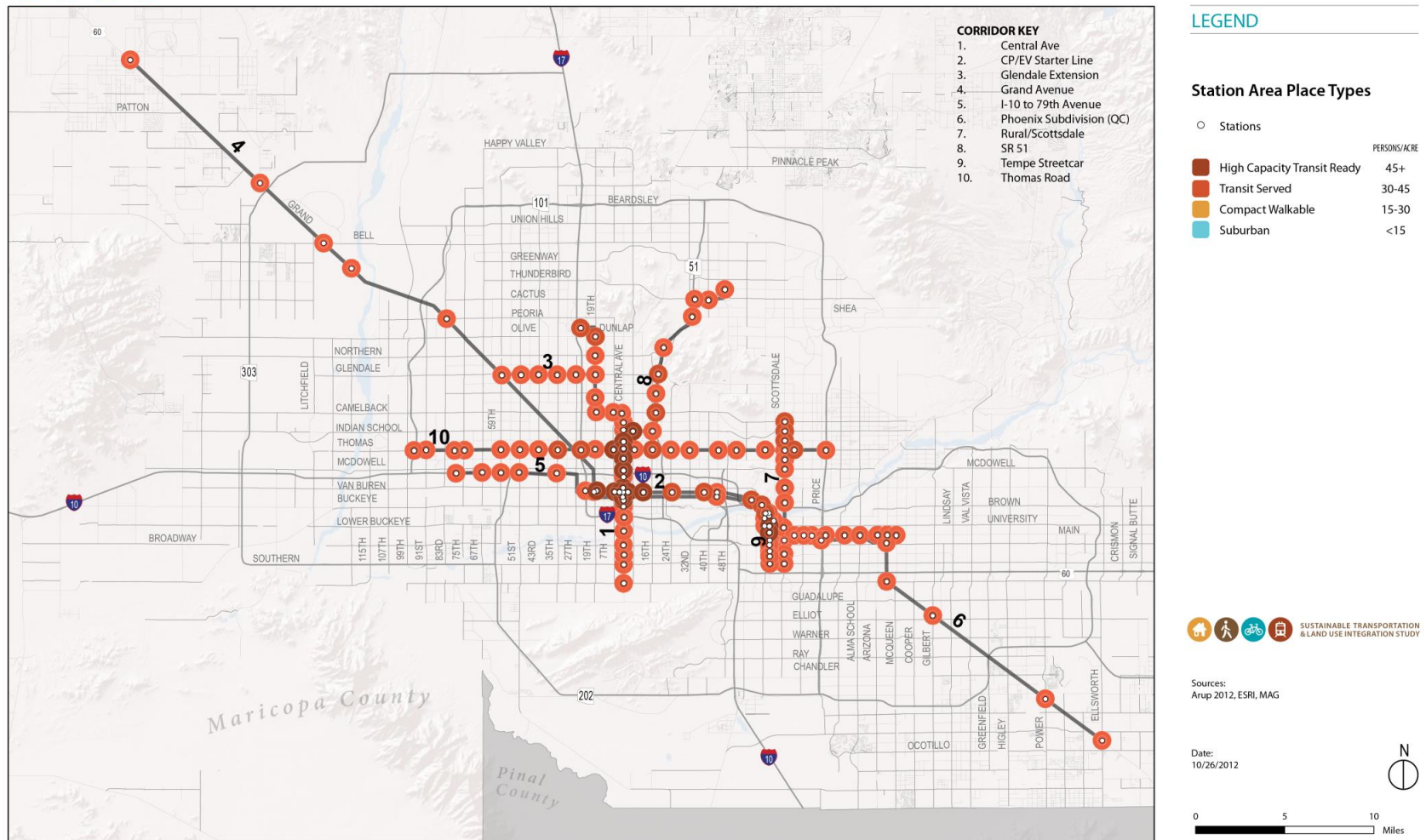
30-45 persons/acre



HCT ORIENTED

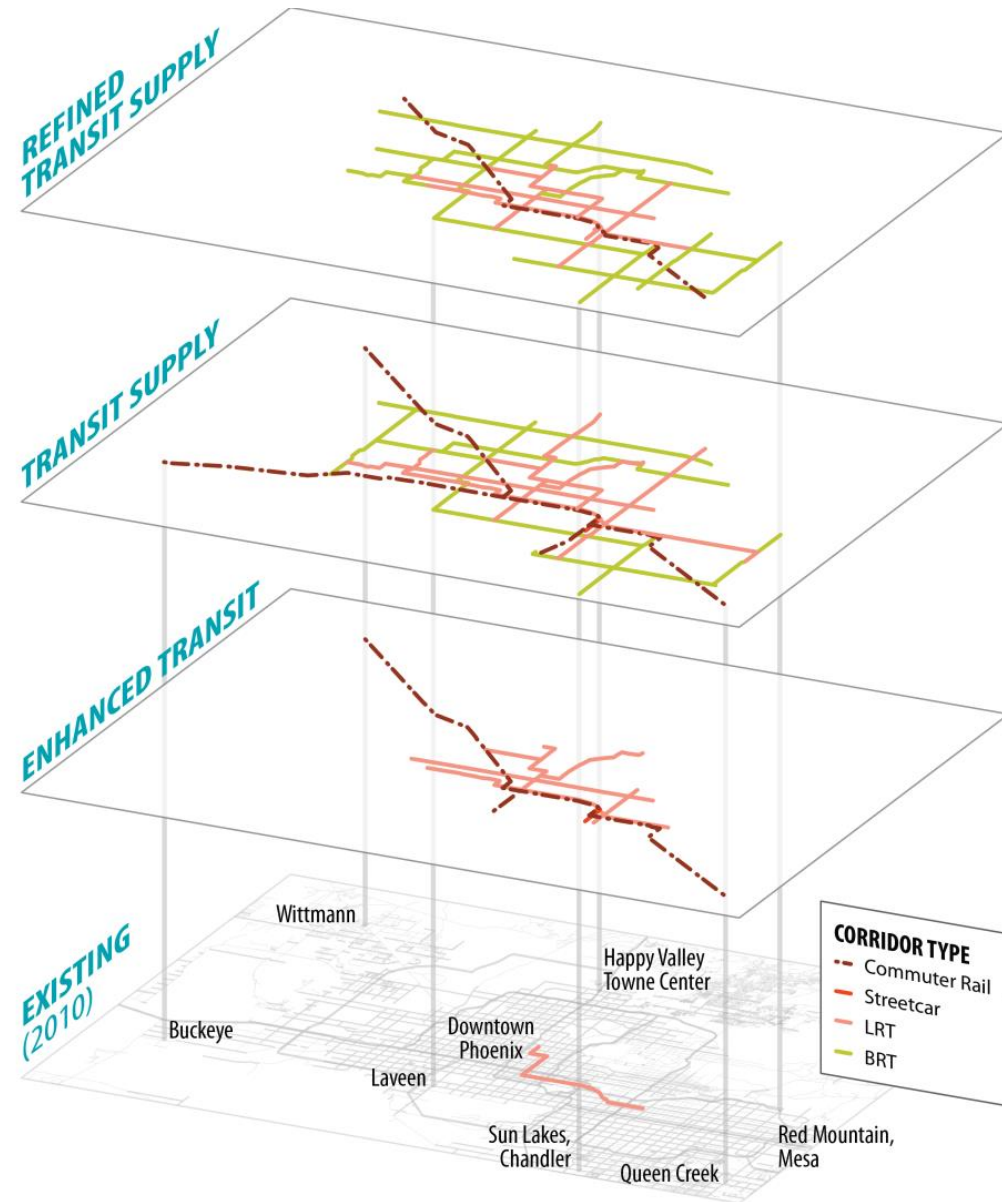
45+ persons/acre

2. Create a small, focused rail network with an upgraded bus system that feeds the rail network and extends transit access to much of the region.



Scenario Modeling

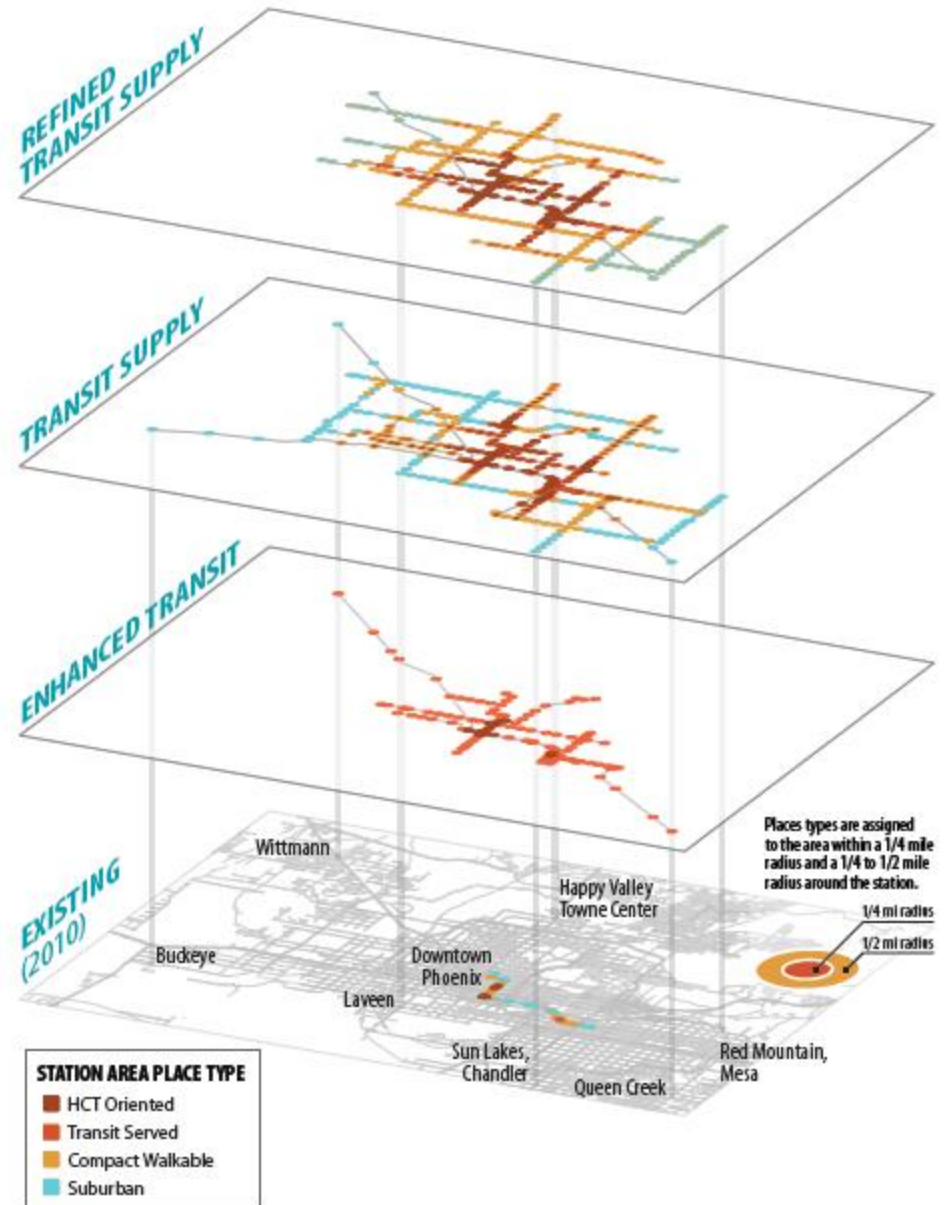
- **Refined Transit Supply:** Generous expansion with revisions to Transit Supply network
- **Transit Supply:** Very generous expansion of HCT transit network
- **Enhanced Transit:** Moderate expansion of HCT transit network



Changing Land Use

Land Use was modified at the Station Areas to:

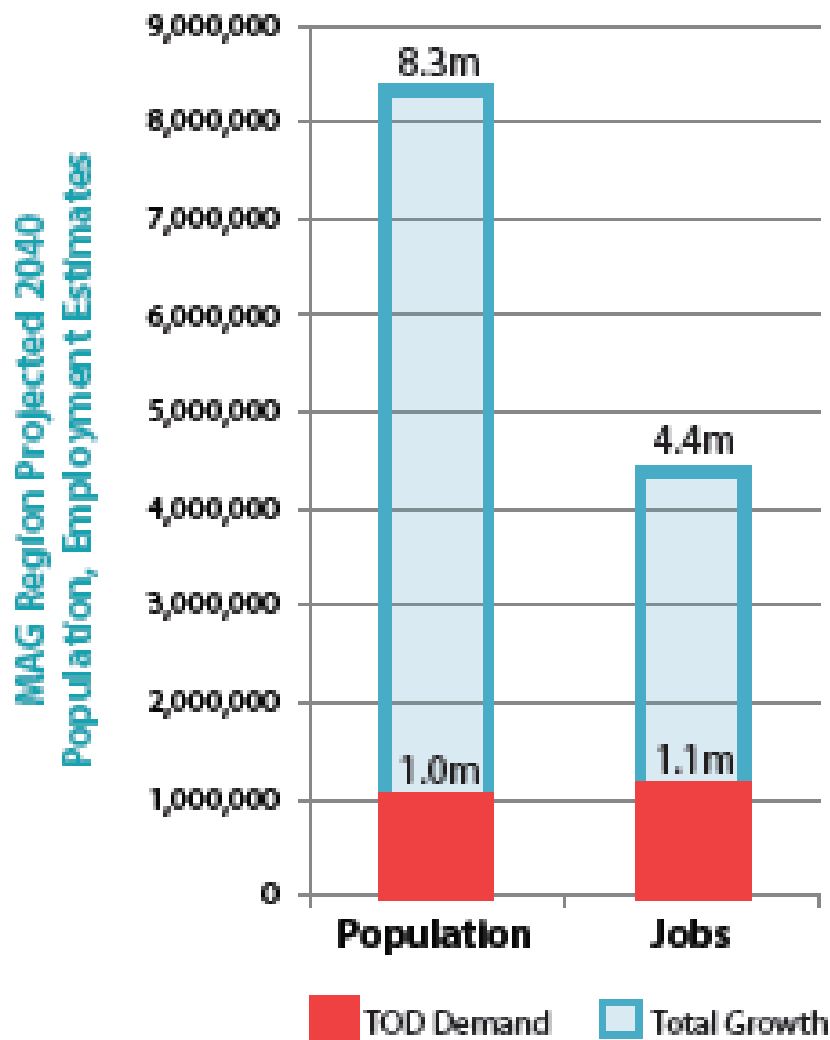
- HCT Oriented
- Transit Served
- Compact Walkable
- Suburban



Key Findings



Figure 2: Regional Population and Employment Projections




Source: Woods and Poole; MAG; Strategic Economics 2011

- **Demand for TOD, supported by demographic shifts**
- **Compact Walkable and TOD is achievable in Different Parts of the Region**


A Large Rail Network Would Oversupply Land for TOD

PLACE TYPES

The ST-LUIS uses three 'place types' to categorize different areas in the region into groups with shared transportation and land use characteristics. These are described in detail on pages 15-16.

SUBURBAN (Not a ST-LUIS Place Type)
 NON-TOD

COMPACT WALKABLE
 CW

TRANSIT SERVED
 TOD







HCT ORIENTED
 TOD

Table 1: Scenario Characteristics

	TRANSIT				STATION AREA PLACE TYPES		
	Modes	Corridors	Miles	Stations	TOD 	TOD+CW  	Non-TOD  
Enhanced Transit Scenario 1	Rail Corridors (LRT, Streetcar, Commuter Rail)	10	160	124	124	-	-
	BRT Corridors	-	-	-	-	-	-
	Total	10	160	124	124	-	-
Transit Supply Scenario 2	Rail Corridors (LRT, Streetcar, Commuter Rail)	15	268	193	106	66	21
	BRT Corridors	9	167	159	-	-	159
	Total	24	435	352	106	66	180
Refined Transit Supply Scenario 3	Rail Corridors (LRT, Streetcar, Commuter Rail)	10	158	123	111	3	9
	BRT Corridors	14	209	200	1	32	167
	Total	24	366	323	112	35	176

Strategies & Tools

One Size Doesn't Fit All





SUBURBAN

Suburban places typically host low walkability and bikeability in large, single-use areas. They are hardest to serve effectively with transit service.

For reference only. Not a ST-LUIS Place Type.



COMPACT WALKABLE

Compact places accommodate a range of housing styles, typically on smaller lots. These places have pedestrian and bicycle-friendly streets, better connected street networks, and a mix of uses.



TRANSIT SERVED

Transit Served places have small blocks, highly connected streets, mixed uses, and walk- and bike-friendly streets. Some corridors can support high quality transit service.



HCT ORIENTED

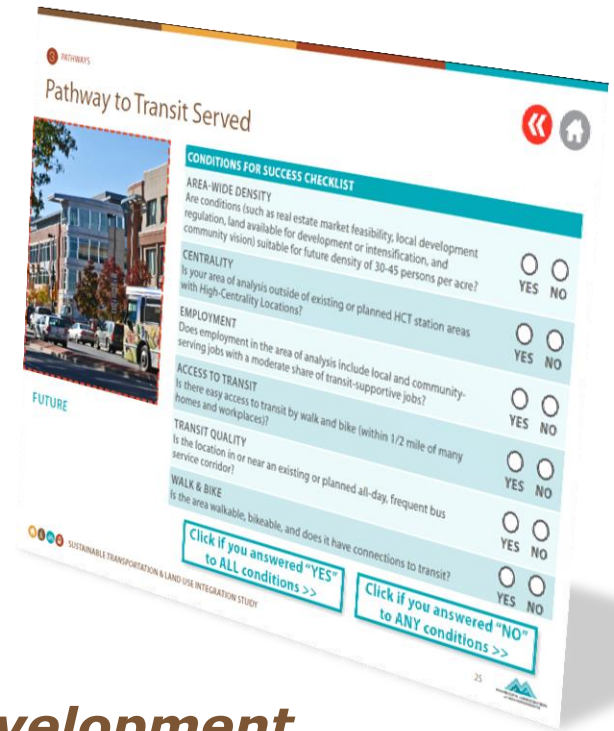
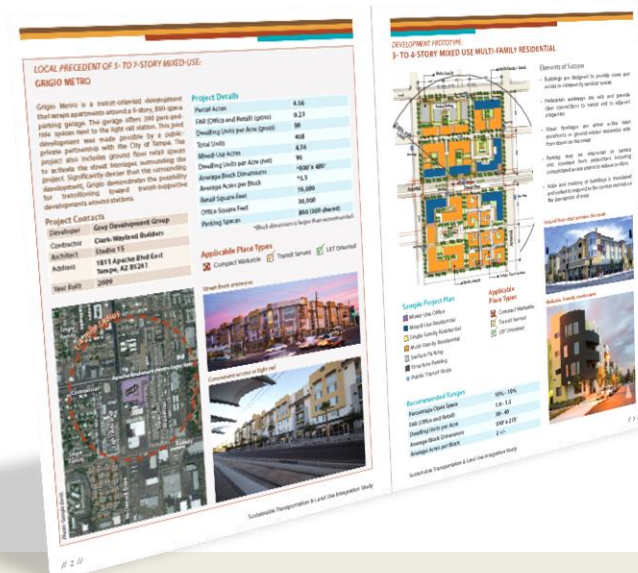
HCT Oriented places have the highest levels of activity, a diverse mix of uses, including employment centers. Small, highly connected blocks make walking and biking attractive. High capacity transit is conveniently located nearby.

Density	15-30 persons/acre	30-45 persons/acre	45+ persons/acre
Land Use	Neighborhood land uses with mix of local serving employment	Neighborhood land uses with mix of employment	Mixed use, employment/office, regional uses (universities, centers)
Transit	Local bus, Commute services (RAPID & Express), Dial-a-Ride	LINK bus, Local bus, Commute services (RAPID & Express), Dial-a-Ride, Commuter Rail	LRT, Streetcar, LINK bus, Local bus, Commute services (RAPID & Express), Dial-a-Ride, Commuter Rail
Employment (Share of transit-supportive jobs)	Low	Moderate	High
Walk Access to Transit	Walk access to local transit and feeder service to HCT stops	Walk access to BRT or commuter rail stops and complementary local services	Walk access to LRT, streetcar or commuter rail stops and complementary local services
Locations	Outside HCT station areas (more than 1/2 mile from stops)	HCT Corridors, typically within 1/2 mile of BRT or Commuter Rail stops	HCT Corridors, typically within 1/2 mile of LRT, streetcar or commuter rail stops
Market Opportunity	Widespread	Moderate	Limited
Feasible Development Types: Residential and Mixed Use	Small lot/courtyard single family 1-2 story office/retail		
		2-3 story apartments, townhomes 3-4 story retail/office park	3-7 story mixed use, multifamily

Local Toolkit

Community Pathways to Sustainable Transportation Interactive Tool

- Pathway choices
- Place Type Profiles
- Place Type Dashboards
- Reference Materials

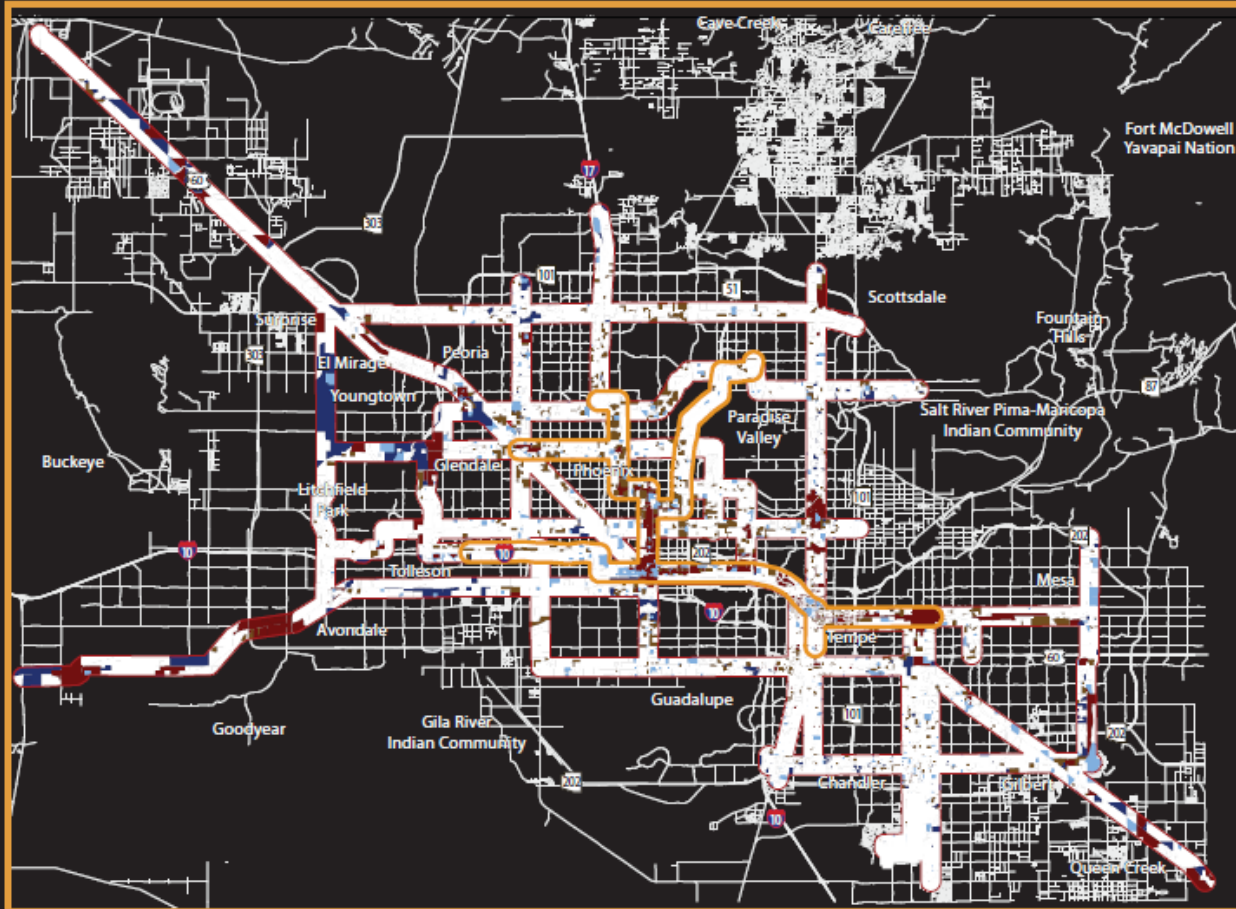


Development Prototypes Catalogue

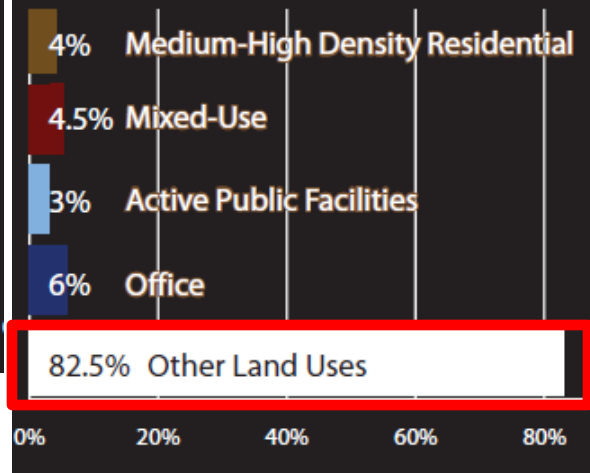
- Prototypes
- Local Precedents
- Fits with STLUIIS Place Types

Next Steps

2010 Adopted and Illustrative HCT Corridors & 2009 General Plan Land Uses



Distribution of Land Uses Within 1/2 Mile of Adopted and Illustrative HCT Corridors



Information:

<http://www.bqaz.org/sustainResources.asp?mS=m16>

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SUSTAINABLE TRANSPORTATION
& LAND USE INTEGRATION STUDY